

REMARKS

Claims 1-26 are pending in the application. Claims 1-7, 17, 19-23 and 25-26 stand rejected. Claims 8, 18 and 24 stand objected to. The Examiner is thanked for indicating the allowance of claims 9-16. Claims 1, 6, 8, 17-18, 22, 24 and 26 have been amended. In view of the following, all previously unallowed claims are in condition for allowance.

Rejection of Claims 1, 3-7, 17, 21-23 and 26 Under 35 U.S.C. 102(b) As Being Anticipated By Schmidt

Claim 1

Claim 1 recites a ship comprising a hull structure having a plurality of exclusive hull portions, each comprising a buoyant portion, protruding from a main body of the hull structure, wherein each of the buoyant portions is at least partially above a waterline during operation of the ship.

For example, referring, *e.g.*, to FIG. 3 and paragraphs 20-24 of the application, a ship 300 has a plurality of exclusive hull portions 301a-d that protrude from a main hull structure or frame 310. The hull portions 301a-d provide a combined buoyancy that support the ship 300 in water. As seen in, for example, FIG. 3, each of the hull portions 301 a-d is at least partially above a waterline 350 during operation of the ship 300.

Schmidt, on the other hand, fails to teach or suggest hull portions having buoyant portions at least partially above a waterline during operation of a ship. Schmidt, at, *e.g.*, FIGS. 5-7 and column 6, line 53 to column 7, line 13, discloses a ship 20 having an above-water-plane hull structure 22, with a bow portion 24 and a stern portion 26. Depending from the bow portion 24 are struts 28, 30. Depending from the bow struts are pods 29, 31. Connected between the pods 29, 31 is a streamlined displacement foil 32. A second set of struts 34, 36, arranged in tandem with struts 28, 30, depend from

the stern portion 26 of the hull structure 22. These struts are subtended by propulsion pods 38, 40 that carry conventional means for propelling the ship 20. A second streamlined displacement foil 42 extends laterally between the propulsion pods. The foils 32, 42 and pods 29, 31, 38 and 40 (buoyant portions) provide the major buoyancy for the ship 20. However, during operation of the ship 20, the foils 32, 42 and pods 29, 31, 38 and 40 are entirely submerged below the waterline. There is no indication in Schmidt that the struts 28, 30, 34 and 36, which may be at least partially above the waterline during operation of the ship 20, are buoyant. As such, Schmidt neither teaches nor suggests a hull structure having a plurality of exclusive hull portions protruding from a main body of the hull structure, wherein each of the hull portions have buoyant portions at least partially above a waterline during operation of the ship.

Claims 6, 22 and 26

Claims 6, 22 and 26 are patentable for reasons similar to those discussed above in connection with claim 1.

Claims 3-5, 7 and 23

Claims 3-5, 7 and 23 are patentable by virtue of their respective dependencies from claims 1, 6 and 22.

Claim 17

Claim 17 as amended recites directly coupling a plurality of independent buoyant hull portions to the main body of a ship.

For example, referring, e.g., to FIG. 3 and paragraphs 20-24 of the application, a ship 300 has a plurality of exclusive buoyant hull portions 301a-d that directly protrude from a main hull structure or frame 310. As seen in, for example, FIG. 3, each of the hull portions 301 a-d is not attached to the ship 300 by struts or any other attaching structure.

Schmidt, on the other hand, fails to teach or suggest directly coupling a plurality of independent buoyant hull portions to the main body of a ship. As discussed above in connection with claim 1, Schmidt, at, e.g., FIGS. 5-7 and column 6, line 53 to column 7, line 13, the foils 32, 42 and pods 29, 31, 38 and 40 that provide the major buoyancy for the ship 20 taught by Schmidt are each attached to the ship by struts.

Claim 21

Claim 21 is patentable by virtue of its dependency from claim 17.

Rejection of Claims 2 and 20 Under 35 U.S.C. 103(a) As Being Unpatentable Over Schmidt In View of Loui

Claim 2

Loui fails to supply the teachings missing from Schmidt, namely a hull structure having a plurality of exclusive hull portions, each comprising a buoyant portion, protruding from a main body of the hull structure, wherein each of the buoyant portions is at least partially above a waterline during operation of the ship. As such, Schmidt and Loui, either taken each alone or in combination, fail to teach or suggest the limitations recited in claim 1. Accordingly, claim 2 is patentable by virtue of its dependency from claim 1.

Claim 20

Loui fails to supply the teachings missing from Schmidt, namely directly coupling a plurality of independent buoyant hull portions to the main body of a ship. As such, Schmidt and Loui, either taken each alone or in combination, fail to teach or suggest the limitations recited in claim 17. Accordingly, claim 20 is patentable by virtue of its dependency from claim 17.

**Rejection of Claims 19 and 25 Under 35 U.S.C. 103(a) As Being Unpatentable Over
Schmidt In View of Barbier et al.**

Claim 19

Barbier fails to supply the teachings missing from Schmidt, namely directly coupling a plurality of independent buoyant hull portions to the main body of a ship. As such, Schmidt and Barbier, either taken each alone or in combination, fail to teach or suggest the limitations recited in claim 17. Accordingly, claim 19 is patentable by virtue of its dependency from claim 17.

Claim 25

Barbier fails to supply the teachings missing from Schmidt, namely powering a boat to a cruising velocity, wherein at the cruising velocity each of a plurality of independent hull portions has a Froude number greater than approximately .8, and each of the hull portions comprises a buoyant portion at least partially above a waterline. As such, Schmidt and Barbier, either taken each alone or in combination, fail to teach or suggest the limitations recited in claim 22. Accordingly, claim 25 is patentable by virtue of its dependency from claim 22.

CONCLUSION

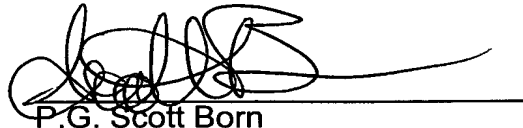
In view of the foregoing, claims 1-26 are in condition for allowance. The issuance of a formal Notice of Allowance at an early date is respectfully requested.

If the Examiner believes that a telephone conference would expedite prosecution of this application, please telephone the undersigned at 425.455.5575. If the Examiner disagrees with the Applicants' attorney that claims 1-26 are in condition for allowance, the Applicants' attorney respectfully requests the Examiner to telephone the undersigned prior to issuing an Advisory Action in this case.

In the event additional fees are due as a result of this amendment, you are hereby authorized to charge such payment to Deposit Account No. 07-1897.

Respectfully submitted,

Dated: March 21, 2005

A handwritten signature in black ink, appearing to read 'P.G. Scott Born', written over a horizontal line.

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